

Public Parking Forum

City of Portsmouth
November 15, 2023

Agenda

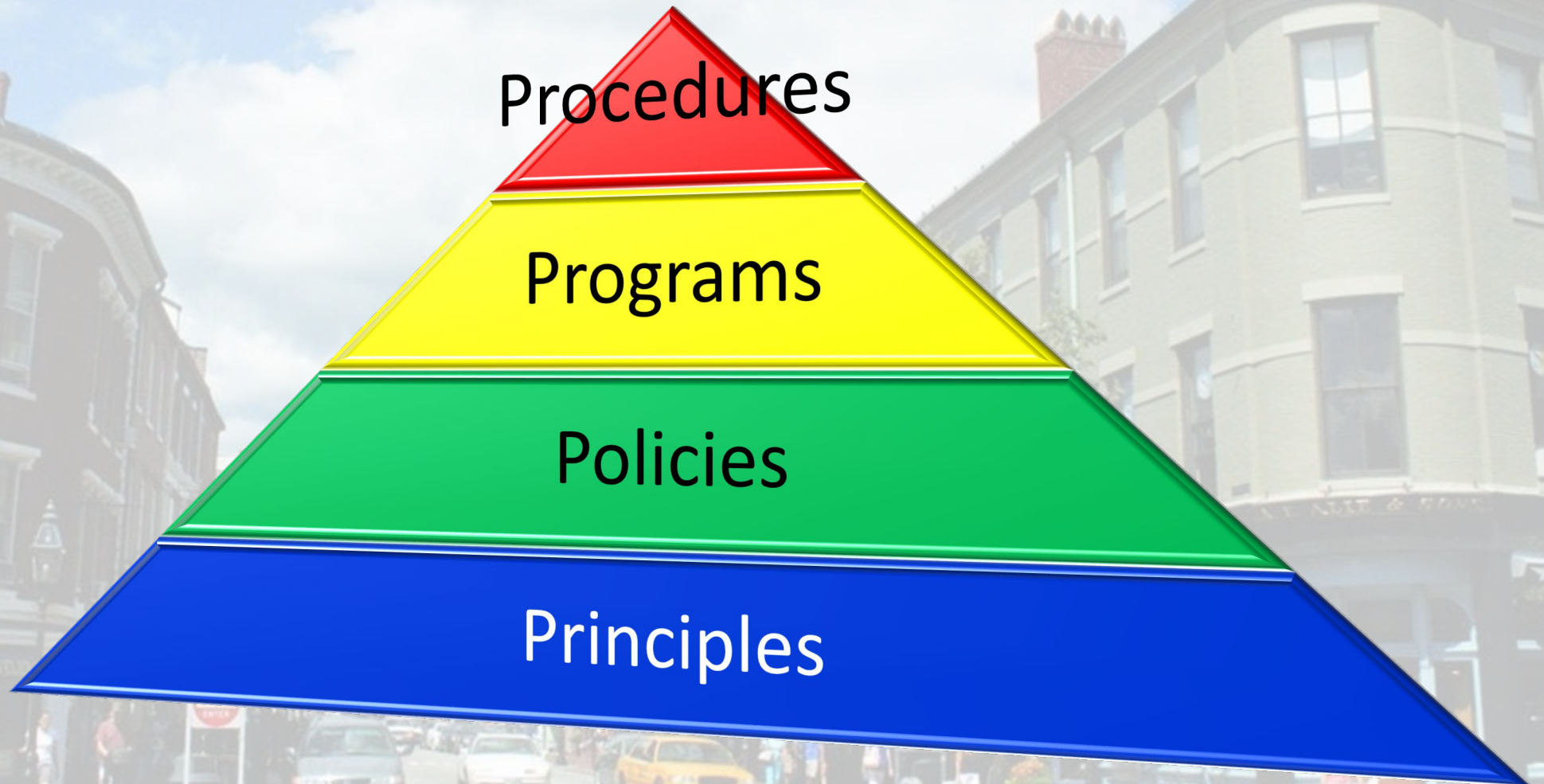
1. Review Study and Forum Purpose
2. Define the Role of Principles
3. Review 2012 Parking Principles
4. Brief of 2023 Existing Conditions
5. Description of Proposed 2023 Parking Principles
6. Open the Meeting for Comment and Discussion

Why Are We Here?

1. Parking is a public good.
2. Parking is a dynamic entity.
3. Portsmouth's last study was over a decade ago.
4. Portsmouth is evolving.
5. The Principles guiding how Portsmouth 'does parking' need to be updated.



Policy Development Process



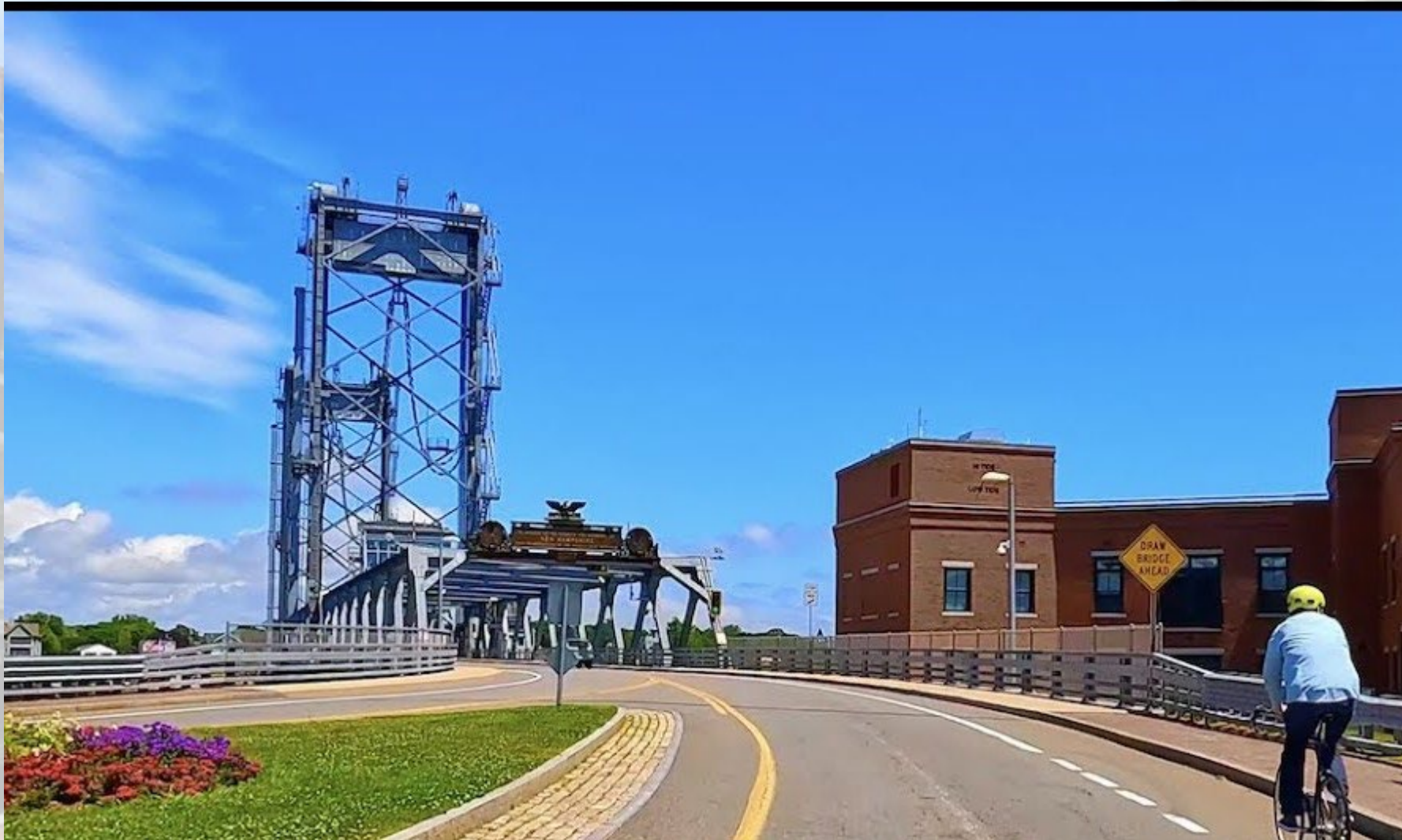
Procedures

Programs

Policies

Principles

Why Do Principles Matter?



Evolution of Portsmouth Parking Policy

Parking Supply and Demand Analysis Final Report –
January 2012

Portsmouth Supply and Demand Strategies – May
2012

Blue Ribbon Committee on Transportation Policy
Report – May 2012

Guiding Parking Principles for Central Business
Districts

2012 Parking Principles

- Approved by Portsmouth City Council, 3/19/2012.
- Two general themes, based on best practices for parking, urban planning, and economic development
- Twenty-one principles blending best practices and community priorities.
- Led a successful evolution of the public parking system supporting growth and development downtown

BLUE RIBBON COMMITTEE ON TRANSPORTATION POLICY

REPORT TO THE CITY COUNCIL



Blue Ribbon Committee on Transportation Policy

Kenneth E. Smith, City Council, Chair

Brad Lown, City Council

Paige Roberts, Planning Board

Eric Gregg, Economic Development Commission

Cliff Sinnott, Rockingham Planning Commission

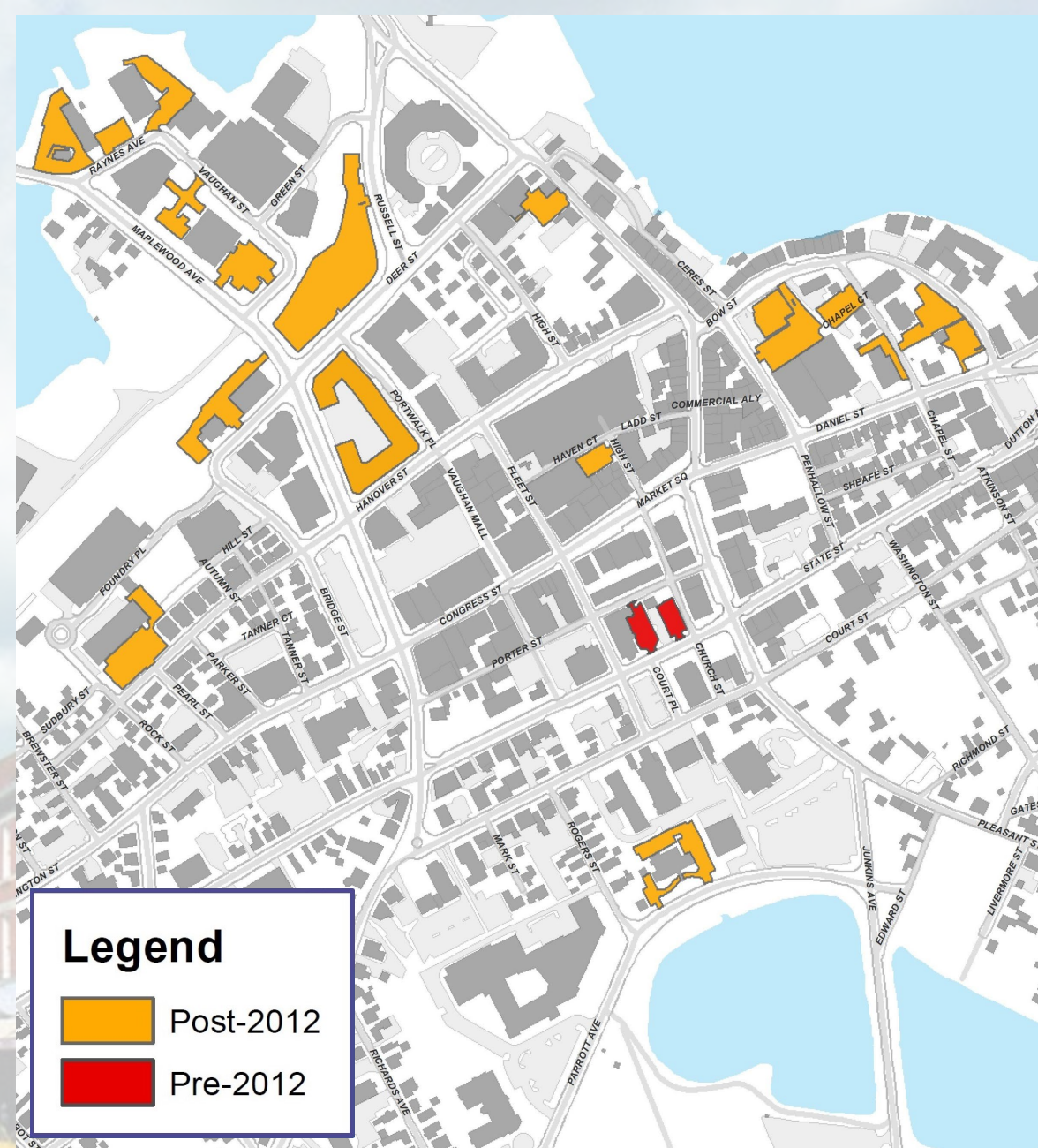
Bill Lyons, Transportation Professional

Rick Chellman, Transportation Professional

April 10, 2013

Principle: Increase Capacity at Peak Hours

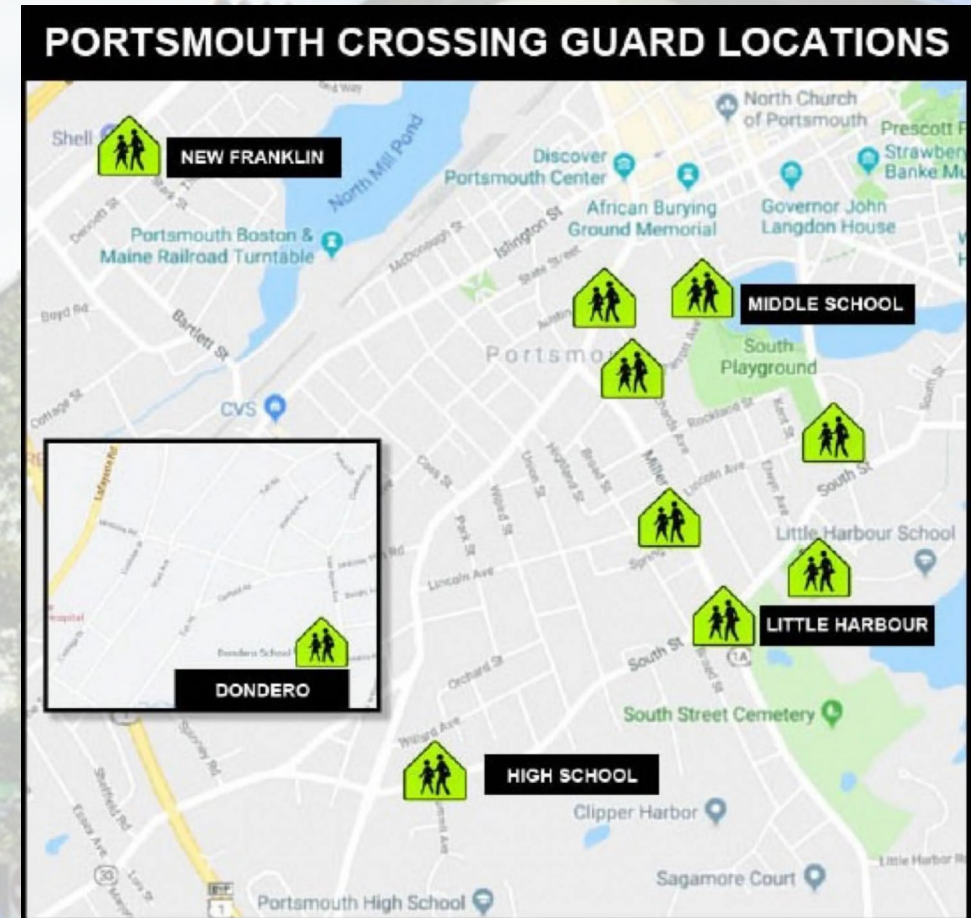
- ✓ 2012: 6 private lots, 2 commercial lots, 176 spaces for after hours public use
- ✓ 2023: 20 commercial lots open for public use on nights and weekends offering 896 total spaces
- ✓ Commercial operators collect \$2.00-\$12.00/hour for use



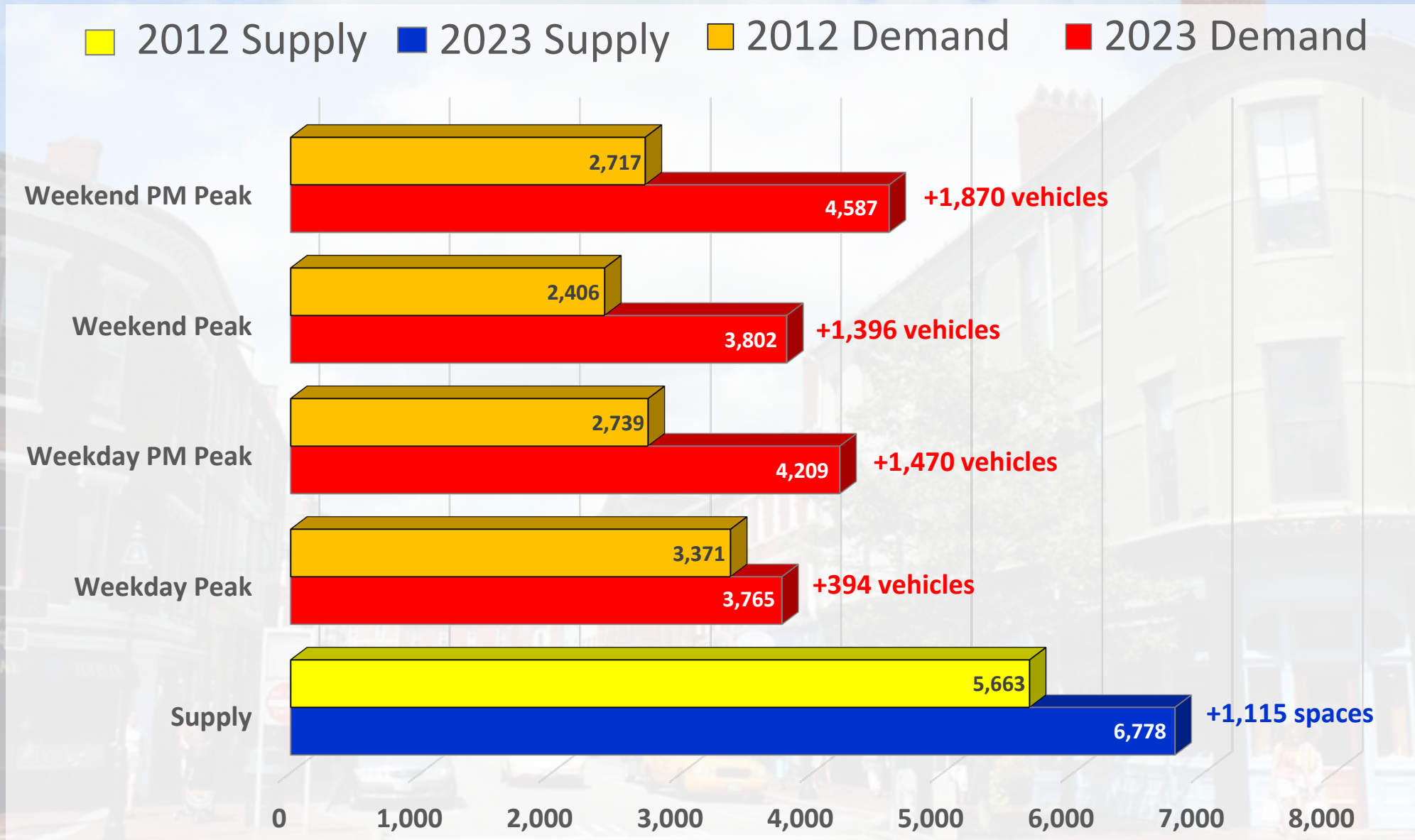
Principle: Reinvest Parking Revenues in the Community

Current community benefits from Parking Fund:

- ✓ - \$2.5M Annual Offset to General Fund
- ✓ - Subsidizing transportation planning and engineering, downtown snow and waste removal, school bus services, senior transportation services, downtown trolley, COAST transit programs, police details, and school crossing guards
- ✓ - Parking revenue turned back to Portsmouth in the form of offsets and subsidies currently equals \$336.00 per median single family home



Current Conditions



2023 Parking Principles

- Developed through work with City Staff and the Parking Utilization Advisory Group (PUAG)
- Consolidation to sixteen guiding principles
- No substantial deletions from 2012 Principles
- Language broadened to reflect changing dynamics
- Increased focus on promoting more sustainable modes of transportation in addition (or as an alternate) to parking

Process for this Evening

- 30 minutes of “Town Hall” Q&A and response
 - Opportunity to ask the consultant clarifying questions about 2023 Principles
 - Open forum to comment on presentation or principles
 - Please do not introduce questions or statements not germane to principles
 - Please limit remarks or questions to 3 minutes/person
- 30 minutes of topic discussion with consulting team and city staff
 - Five ‘stations’ for general theme discussion, feedback, etc.
 - Wall maps, comment cards
 - Register for future surveys
 - Link to Parking Study Story Map


Discussion Stations

1. **Peter Britz & Rick Chellman:** Zoning/Planning/Future Developments
2. **Holly Parker:** Transit/Transportation/Mobility/Mode Shift
3. **Ben Fletcher & Mike Casad:** Parking Operations/Policy
4. **Eric Eby:** Traffic/Street Design
5. **Andy Hill & Andrew Bagley:** Principles/Policy Ideas/Potential Solutions

Public Comment: 30 minutes

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**Thank you for your time,
attention, and input.**

2023 Proposed Parking Principles

Statement #1: The City of Portsmouth will ensure an adequate public supply of parking for both short-term and long-term parkers downtown associated with commercial land uses and institutions through the development of policy, programs, and infrastructure as needed.

Statement #2: Parking for long-term overnight uses such as downtown residences or hotels is primarily a private responsibility.

Statement #3: Parking management plans should consider impacts from future reuse, redevelopment, and full occupancy of buildings in the Downtown Districts (the urban core). When implementing these plans, the City should be guided by all of the principals of this document and take reasonable steps to ensure that a lack of parking is not a barrier to entry for new businesses, tenants, institutions, or developers seeking to locate in downtown Portsmouth.

2023 Proposed Parking Principles

Statement #4: The City should strive to play the lead role in developing and managing parking facilities in the urban core:

- Parking management and supply decisions should incorporate a holistic approach which considers impacts on the downtown parking, development, mobility, and walking environments as well as municipal development and fiscal policy in addition to addressing issues specific to a particular area or development.
- The value of private parking facilities should be recognized as a resource wherever possible and private parking property owners should be encouraged to make their facilities available to the general public where it benefits public interests. These resources are not part of the public parking supply under the City's long-term control and opportunities to manage private lots are limited.

2023 Proposed Parking Principles

Statement #5: The City should design policies and programs that address regular peak parking demand needs in order to avoid regular times when residents/customers cannot find parking. These programs and policies should include, but not be limited to:

- Managing peak parking demand to balance parking supply and demand across the downtown.
- As needed, increasing the supply of publicly available, convenient parking.
- Mitigating peak hour demand through the promotion of alternative modes of transportation.

2023 Proposed Parking Principles

Statement #6: Parking should support economic development of commercial land uses (including but not limited to office, retail, and restaurant) and accommodate institutional employees, customers, residential visitors, and tourists.

Statement #7: Parking policies and programs should recognize the differences in needs between long-term and short-term parkers and include incentives which encourage use of off-street public parking facilities for long-term parkers seeking less expensive accommodation and promote availability for short-term parkers seeking proximity for quick errands.

Statement #8: Any parking plan should recognize that the primary reason for collecting parking revenues is to provide city-wide benefits through an adequate supply of secure and attractive public parking assets; a diverse transportation network; and vibrant and welcoming walking environment. Parking fee and fine structures should be transparent, logical, and easy to understand.

2023 Proposed Parking Principles

Statement #9: Information on parking and transportation options should be easily accessible to citizens, businesses, and visitors, using both traditional media and new technologies.

Statement #10: Parking planning, policy and program development should adopt a comprehensive approach that considers environmental and financial sustainability; the range of costs and benefits of all decisions; and places a premium on aesthetics, security, user information, accessibility to users of all abilities, and ease of navigation and use.

Statement #11: All public parking assets should be designed and maintained to be aesthetically pleasing and integrated to the surrounding streetscape, well-lit, clean, in good repair, accessible to users of all abilities, and easy to navigate and use.

2023 Proposed Parking Principles

Statement #12: Parking planning and policy development should promote the use of sustainable, multimodal transportation options whenever feasible. This includes remote parking as necessary and needed.

Statement #13: Parking management policy and programs should take into consideration the downtown workforce and the full range of needs for different kinds of workers.

Statement #14: Parking planning, policies, and programs should prioritize curb management techniques to address loading, commercial, and parking needs equitably, and incorporate “Complete Streets” principles which include but are not limited to:

- Enhancing downtown walkability and local aesthetics.
- Parking facility design which includes elements to support sustainable and multimodal transportation.
- The needs of individuals with ambulatory challenges.

2023 Proposed Parking Principles

Statement #15: The public parking system, and the policies or programs influencing its operation, should be self-supporting and able to cover operating costs and debt service obligations without subsidy from the City's General Fund or other municipal sources.

Statement #16: Parking plans, programs, and policies should seek to encourage the use of public transit, walking, and bicycling, but recognize the limited infrastructure and preference for personal transportation options.